

Central Waterfront

Stakeholder Advisory Committee
Nov. 20, 2008
Potential SR 99 Construction Approaches
Preliminary Results – Subject to Change

Approximate SR 99 Construction Schedules

Construction Efficient (detours or closed corridor)	A Demand Mgmt & Low Capital	B Surface Street	C Couplet	D Elevated Structure	E Integrated Elevated*	F Bored Tunnel	G Cut & Cover Tunnel	H Lidded Trench
Total Construction Period (years)	5	5	5.5	6.5	7	9.5	6.5	6
Major Construction (years)	4	4	4.5	5	5.5	5.5	6	5
SR 99 Detour or Closure (years)	2	2	2	3	3.5	.5	4	3

Traffic Efficient (detours or open corridor)	A Demand Mgmt & Low Capital	B Surface Street	C Couplet	D Elevated Structure	E Integrated Elevated*	F Bored Tunnel	G Cut & Cover Tunnel	H Lidded Trench
Total Construction Period (years)	5.5	5.5	5.5	8.5	8.5	9.5	8	6.5
Major Construction (years)	4.5	4.5	4.5	7	7.5	5.5	7.5	6.5
SR 99 Detour (years)	2	2	2	3.5	4	0	3.5	3

* Construction of commercial space is not part of Scenario E.

Definition of “Major Construction”

- All scenarios include utility relocation, removal of the viaduct, seawall reconstruction, Battery Street Tunnel reconstruction and needed connections.
- Scenarios C, E and F also include rebuilding Western Avenue.
- Scenarios D and E also include a new elevated structure.
- Scenarios G and H also include a new cut-and-cover structure.
- Scenario F also includes a bored tunnel.

Key findings:

- Scenarios that include bypass options (D, E, G, H), have longer and more impacts on SR 99 traffic during construction.
- Scenario F has a substantially longer overall construction period, but is less disruptive than other bypass options on SR 99 traffic. Disruptions on the central waterfront are similar to other surface scenarios.

How does SR 99 construction relate to the overall construction of scenarios?

- Scenarios include elements for surface streets, transit, I-5, and policies and management.
- It would be best to put other building block elements, such as Spokane Street, Fourth Avenue ramp, Ballard RapidRide to West Seattle, Delridge RapidRide, and increased peak period service, in place prior to SR 99 construction.

What did we learn?

- Traffic efficient construction approaches can extend the period of total and major construction up to two years.
- Extending the construction period increases the total project costs.